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APPLICATION NO.	FILING DATE	FIRST NAMED INVENTOR	ATTORNEY DOCKET NO.	CONFIRMATION NO.
10/004,840	12/07/2001	Kazuki Sakata	Q66840	7791
7590 05/03/2007 SUGHRUE, MION, ZINN, MACPEAK & SEAS 2100 Pennsylvania Avenue, N.W. Washington, DC 20037			EXAMINER THOMPSON, JAMES A	
		ART UNIT 2625	PAPER NUMBER	
			MAIL DATE 05/03/2007	DELIVERY MODE PAPER

**Please find below and/or attached an Office communication concerning this application or proceeding.**

The time period for reply, if any, is set in the attached communication.

<b>Office Action Summary</b>	<b>Application No.</b>	<b>Applicant(s)</b>	
	10/004,840	SAKATA ET AL.	
<b>Examiner</b>	<b>Art Unit</b>		
James A. Thompson	2625		

-- The MAILING DATE of this communication appears on the cover sheet with the correspondence address --

**Period for Reply**

A SHORTENED STATUTORY PERIOD FOR REPLY IS SET TO EXPIRE 3 MONTH(S) OR THIRTY (30) DAYS, WHICHEVER IS LONGER, FROM THE MAILING DATE OF THIS COMMUNICATION.

- Extensions of time may be available under the provisions of 37 CFR 1.136(a). In no event, however, may a reply be timely filed after SIX (6) MONTHS from the mailing date of this communication.
- If NO period for reply is specified above, the maximum statutory period will apply and will expire SIX (6) MONTHS from the mailing date of this communication.
- Failure to reply within the set or extended period for reply will, by statute, cause the application to become ABANDONED (35 U.S.C. § 133). Any reply received by the Office later than three months after the mailing date of this communication, even if timely filed, may reduce any earned patent term adjustment. See 37 CFR 1.704(b).

## Status

1)  Responsive to communication(s) filed on 16 February 2007.  
2a)  This action is **FINAL**.                            2b)  This action is non-final.  
3)  Since this application is in condition for allowance except for formal matters, prosecution as to the merits is closed in accordance with the practice under *Ex parte Quayle*, 1935 C.D. 11, 453 O.G. 213.

## Disposition of Claims

4)  Claim(s) 1-6 is/are pending in the application.  
4a) Of the above claim(s) \_\_\_\_\_ is/are withdrawn from consideration.  
5)  Claim(s) \_\_\_\_\_ is/are allowed.  
6)  Claim(s) 1-6 is/are rejected.  
7)  Claim(s) \_\_\_\_\_ is/are objected to.  
8)  Claim(s) \_\_\_\_\_ are subject to restriction and/or election requirement.

## Application Papers

9)  The specification is objected to by the Examiner.

10)  The drawing(s) filed on 27 February 2006 is/are: a)  accepted or b)  objected to by the Examiner.

Applicant may not request that any objection to the drawing(s) be held in abeyance. See 37 CFR 1.85(a).

Replacement drawing sheet(s) including the correction is required if the drawing(s) is objected to. See 37 CFR 1.121(d).

11)  The oath or declaration is objected to by the Examiner. Note the attached Office Action or form PTO-152.

Priority under 35 U.S.C. § 119

12)  Acknowledgment is made of a claim for foreign priority under 35 U.S.C. § 119(a)-(d) or (f).  
a)  All    b)  Some \* c)  None of:  
1.  Certified copies of the priority documents have been received.  
2.  Certified copies of the priority documents have been received in Application No. \_\_\_\_\_.  
3.  Copies of the certified copies of the priority documents have been received in this National Stage application from the International Bureau (PCT Rule 17.2(a)).

\* See the attached detailed Office action for a list of the certified copies not received.

DOUGLAS Q. TRAN  
PRIMARY EXAMINER

Traveling

**Attachment(s)**

1)  Notice of References Cited (PTO-892)  
2)  Notice of Draftsperson's Patent Drawing Review (PTO-948)  
3)  Information Disclosure Statement(s) (PTO/SB/08)  
Paper No(s)/Mail Date

4)  Interview Summary (PTO-413)  
Paper No(s)/Mail Date. \_\_\_\_ .

5)  Notice of Informal Patent Application

6)  Other: \_\_\_\_ .

## DETAILED ACTION

### *Continued Examination Under 37 CFR 1.114*

1. A request for continued examination under 37 CFR 1.114, including the fee set forth in 37 CFR 1.17(e), was filed in this application after final rejection. Since this application is eligible for continued examination under 37 CFR 1.114, and the fee set forth in 37 CFR 1.17(e) has been timely paid, the finality of the previous Office action has been withdrawn pursuant to 37 CFR 1.114. Applicant's submission filed on 16 January 2007 has been entered.

### *Response to Arguments*

2. Applicant's arguments filed 16 January 2007 have been fully considered but they are not persuasive. While the present amendments to the claims overcome the previously cited combination of prior art references, namely Zerbe (EP 0 934 851 A2) in view of Suzuki (US Patent 5,034,772), additional prior art has been discovered which renders the present claims obvious to one of ordinary skill in the art at the time of the invention.

### *Claim Rejections - 35 USC § 103*

3. The following is a quotation of 35 U.S.C. 103(a) which forms the basis for all obviousness rejections set forth in this Office action:

(a) A patent may not be obtained though the invention is not identically disclosed or described as set forth in section 102 of this title, if the differences between the subject matter sought to be patented and the prior art are such that the subject matter as a whole would have been obvious at the time the invention was made to a person having ordinary skill in the art to which said subject matter pertains. Patentability shall not be negated by the manner in which the invention was made.

4. **Claims 1-2 and 6 are rejected under 35 U.S.C. 103(a) as being unpatentable over Zerbe (EP 0 934 851 A2) in view of Choate (US Patent 3,840,883) and Suzuki (US Patent 5,034,772).**

**Regarding claim 1:** Zerbe discloses a sensor (figure 1(6) of Zerbe) in a car window (figure 1(1) of Zerbe) comprising a hood (figure 1(3) and column 3, lines 28-36 of Zerbe) partitioned in consort with a car window from a vehicle compartment area (column 3, lines 37-45 of Zerbe); and a sensor main body (figure 1(7) of Zerbe) having a lens (figure 1(9) of Zerbe), at least said lens projecting into the hood (column 3, lines 53-58 of Zerbe), wherein said sensor is operative to detect, through the lens, an object to be detected that is located in the front thereof (column 3, lines 37-43 of Zerbe). The various objects recorded such that the operation of the automobile is optimized (column 3, lines 37-43 of Zerbe) are the

detected objects. In order for any type of optimization to occur, it is inherent that some form of detection of what is recorded be performed. Otherwise, the recording is simply a recording, with no resultant operations based on the recorded image data. The original text of the cited portions of Zerbe along with a translation of said cited portions follows:

**[column 3, lines 28-36 of Zerbe]**

German: Aus Fig. 1 ist stark vereinfacht der Bereich des Übergangs einer Windschutzscheibe 1 in den Dachbereich 2 eines Kraftfahrzeugs ersichtlich. In diesem Bereich ist ein Leuchten-Sensor-Modul angeordnet, an dessen Gehäuse 3 auch ein Innerrückspiegel 4 befestigt ist. In dem genannten Modul sind eine Innenraum-leuchte 5 und eine optische Sensorvorrichtung 6 angeordnet und es können weitere Elemente wie Lesespots, Lautsprecher, Mikrofone, ... untergebracht sein.

English: In Fig. 1 is a strongly oversimplified depiction of the area in front of the windshield 1 in the area of the roof 2 of the automobile can be seen. In this area the luminance-sensor-module is arranged, and its housing 3 and the rearview mirror 4 is mounted. Under this condition of the module, the inside lamp 5 and the optical direction sensor 6 are arranged, and other elements such as a loudspeaker, a microphone, et cetera are housed.

**[column 3, lines 37-45 of Zerbe]**

German: Die optische Sensorvorrichtung 6 dient zur Aufnahme von Bildinformationen aus der Umgebung des Kraftfahrzeugs, wobei die Erlangung von Informationen aus dem unmittelbaren Nahfeld der Windschutzscheibe 1 als auch dem Fernbereich vor dem Kraftfahrzeugs, für die Optimierung der Fahrzeugbe triebsweise von Belang sind. Die Sensorvorrichtung 6 ist, wie bekannt, vor Umwelteinflüssen geschützt hinter der Scheibe 1 im Innenraum des Kraftfahrzeugs angeordnet.

English: The optical direction sensor 6 serves to make a record of picture information of the surrounding area of the automobile, whereby the information of the near-field proximity of the windshield 1 as well as the far region of the automobile is acquired, which is of importance for the optimization of the automobile operational mode. The direction sensor 6 is arranged so that it is sheltered behind the windshield 1 in the inside room of the automobile so that the environmental impact can be known.

**[column 3, lines 53-58 of Zerbe]**

German: Die Windschutzscheibe 1 ist im Durchtrittsbereich des auf die Optik 8 gerichteten Lichtes mit einer Schicht 9 variabler Lichtdurchlässigkeit versehen. Derartige Beschichtungen sind an

sich bekannt, jedoch nicht lokal deutlich begrenzt in Windschutzscheiben 1 integriert worden, um eine Sensorvorrichtung 6 zu vereinfachen.

English: The windshield 1 is in the projection region of the light sources directed by the optics 8 with layers 9 of material with variable light permeability provided. Such layering is known, yet can be integrated with and confined in the windshield 1 around the direction sensor 6 for simplification, without being locally obvious.

**[column 3, lines 37-43 of Zerbe]**

German: Die optische Sensorvorrichtung 6 dient zur Aufnahme von Bildinformationen aus der Umgebung des Kraftfahrzeugs, wobei die Erlangung von Informationen aus dem unmittelbaren Nahfeld der Windschutzscheibe 1 als auch dem Fernbereich vor dem Kraftfahrzeugs, für die Optimierung der Fahrzeugbetriebsweise von Belang sind.

English: The optical direction sensor 6 serves to make a record of picture information of the surrounding area of the automobile, whereby the information of the near-field proximity of the windshield 1 as well as the far region of the automobile is acquired, which is of importance for the optimization of the automobile operational mode.

Zerbe does not disclose expressly that said lens is housed within the hood; and that a breathable dustproof filter is provided on a part of the hood.

Choate discloses housing a lens (figure 1(22) of Choate) within the hood of a camera (figure 1 and column 2, lines 17-20 of Choate).

Zerbe is analogous art because Zerbe and the present application are from the same field of endeavor, namely optical sensors contained within an automobile which detect objects outside the automobile. Zerbe and Choate are combinable because they are from the same field of endeavor, namely the physical construction of camera systems. At the time of the invention, it would have been obvious to one of ordinary skill in the art to house the lens within the camera hood, as taught by Choate, rather than have the lens flush with the windshield, as taught by Zerbe. The motivation for doing so would have been to better protect the lens from moisture, dust, smog and physical damage (column 1, lines 10-17 and lines 43-48 of Choate). Therefore, it would have been obvious to combine Choate with Zerbe.

Zerbe in view of Choate does not disclose expressly that a breathable dustproof filter is provided on a part of the hood.

Suzuki discloses providing a breathable dustproof filter as part of a sensor arrangement (column 3, lines 42-47 of Suzuki).

Zerbe in view of Choate is combinable with Suzuki because they are from similar problem solving areas, namely the protection of electronic sensors. At the time of the invention, it would have been obvious to a person of ordinary skill in the art to provide a breathable dustproof filter as part of a sensor arrangement, as taught by Suzuki. Since the lens taught by Zerbe in view of Choate is housed within the hood and the sensor electronics taught by Zerbe are contained within the hood, said breathable dustproof filter would be provided on a part of the hood. The motivation for doing so would have been to keep the sensor clean, and thus allow the sensor to function better, which is clearly an obvious and desirable result. Furthermore, the desirability of protecting the sensors and optics from dust and other environmental problems associated with the interior of the automobile is clearly recognized in both Zerbe (column 3, lines 45-50 of Zerbe) and Choate (column 1, lines 10-17 and lines 43-48 of Choate). The original text of the cited portions of Zerbe along with a translation of said cited portions is given below. Therefore, it would have been obvious to combine Suzuki with Zerbe in view of Choate to obtain the invention as specified in claim 1.

**[column 3, lines 45-50 of Zerbe]**

German: Darüber hinaus ist jedoch ein Gehäuse 7 der Sensorvorrichtung 6 direkt dichtend an die Windschutzscheibe 1 angesetzt, so daß eine Sensor-Optik 8 auch vor negativen Einflüssen in Kraftfahrzeuginnerraum (Staub, etc.) geschützt ist.

English: However, the area of the housing 7 of the direction sensor 6 is arranged such that it is sealed up at the windshield 1, so that the sensor optics 8 do not experience the negative influence of the inner area of the automobile (dust, etc.).

**Further regarding claim 2:** Suzuki discloses that said breathable dustproof filter is used to cover the sensors which are mounted on a printed circuit board (figure 4A(20) and column 3, lines 44-47 of Suzuki). The construction of said filter, specifically the fact that said filter is designed to cover the sensors while only the sensors themselves are mounted on the printed circuit board, demonstrates that said filter is detachably installed. Furthermore, it is inherent that a filter would be detachably installed since, if the filter were not detachable, it would be impossible to replace or wash the filter. As is well-known in the art, a filter must be replaced or washed – depending on the type of filter involved - when a certain level of dust and residue has accumulated. This is not possible if the filter is not detachably installed. If one were to fixedly install a filter such that said filter is not detachable, the functionality of said filter

would be defeated. In the context of the sensor in a car window taught by Zerbe in view of Choate, said filter would be installed to a part of the hood since the lens of said sensor is housed within the hood.

**Regarding claim 5:** It is implicit in the disclosure of Zerbe that the visual field of the lens coincides with the wiping range of a wiper provided on the front surface of the car window. A wiper is a standard piece of equipment for an automobile, without which an automobile would be deemed unsafe and unsuited for human operation. Furthermore, as can clearly be seen in figure 1 of Zerbe, the sensor optics (figure 1(8) of Zerbe) are above the region of the windshield, but close to the region of the windshield, corresponding to where the rear-view mirror (figure 1(4) of Zerbe) is attached. This is generally at the upper area of the wiping range of the wiper. Furthermore, one of ordinary skill in the art at the time of the invention would necessarily set the visual field of the lens such that said visual field coincides with the wiping range of the wiper. Otherwise, the sensor would be unable to properly function and record visual images.

**Regarding claim 6:** Zerbe discloses that the sensor main body (figure 1(7) of Zerbe) is a camera main body (column 3, lines 45-50 of Zerbe). The sensor main body (figure 1(7) of Zerbe) is arranged such that the entire sensor is sealed up against the environmental affects of the automobile, such as dust (column 3, lines 45-50 of Zerbe). Inside the housing includes elements such as the sensor optics (figure 1(8) of Zerbe). Thus, the sensor main body is a camera main body since said sensor main body includes the optics and all the other bits that go along with the sensor optics for recording the image information around the automobile. The original text of the cited portions of Zerbe along with a translation of said cited portions follows:

**[column 3, lines 45-50 of Zerbe]**

German: Darüber hinaus ist jedoch ein Gehäuse 7 der Sensorvorrichtung 6 direkt dichtend an die Windschutzscheibe 1 angesetzt, so daß eine Sensor-Optik 8 auch vor negativen Einflüssen in Kraftfahrzeugginnerraum (Staub, etc.) geschützt ist.

English: However, the area of the housing 7 of the direction sensor 6 is arranged such that it is sealed up at the windshield 1, so that the sensor optics 8 do not experience the negative influence of the inner area of the automobile (dust, etc.).

**5. Claims 3-4 are rejected under 35 U.S.C. 103(a) as being unpatentable over Zerbe (EP 0 934 851 A2) in view of Choate (US Patent 3,840,883), Suzuki (US Patent 5,034,772), and Fujii (US Patent 5,922,105).**

**Regarding claim 3:** Zerbe in view of Choate and Suzuki does not disclose expressly that said breathable dustproof filter is a HEPA filter.

Fujii discloses a breathable dustproof filter that is a HEPA filter (column 3, lines 24-26 of Fujii).

Zerbe in view of Choate and Suzuki is combinable with Fujii because they are from similar problem solving areas, namely the removal of particulate matter from sensitive equipment. At the time of the invention, it would have been obvious to a person of ordinary skill in the art to specifically use a HEPA filter, as taught by Fujii. The motivation for doing so would have been that HEPA filters are both convenient and effective (column 3, lines 24-26 of Fujii). Therefore, it would have been obvious to combine Fujii with Zerbe in view of Choate and Suzuki to obtain the invention as specified in claim 3.

**Regarding claim 4:** Zerbe in view of Choate and Suzuki does not disclose expressly that said breathable dustproof filter is an ULPA filter.

Fujii discloses a breathable dustproof filter that is an ULPA filter (column 3, lines 24-26 of Fujii).

Zerbe in view of Choate and Suzuki is combinable with Fujii because they are from similar problem solving areas, namely the removal of particulate matter from sensitive equipment. At the time of the invention, it would have been obvious to a person of ordinary skill in the art to specifically use an ULPA filter, as taught by Fujii. The motivation for doing so would have been that ULPA filters are both convenient and effective (column 3, lines 24-26 of Fujii). Therefore, it would have been obvious to combine Fujii with Zerbe in view of Choate and Suzuki to obtain the invention as specified in claim 4.

**6. Claim 5 is rejected under 35 U.S.C. 103(a) as being unpatentable over Zerbe (EP 0 934 851 A2) in view of Choate (US Patent 3,840,883), Suzuki (US Patent 5,034,772) and obvious engineering design choice.**

**Regarding claim 5:** It is implicit in the disclosure of Zerbe that the visual field of the lens coincides with the wiping range of a wiper provided on the front surface of the car window. A wiper is a standard piece of equipment for an automobile, without which an automobile would be deemed unsafe and unsuited for human operation. Furthermore, as can clearly be seen in figure 1 of Zerbe, the sensor optics (figure 1(8) of Zerbe) are above the region of the windshield, but close to the region of the windshield, corresponding to where the rear-view mirror (figure 1(4) of Zerbe) is attached. This is generally at the upper area of the wiping range of the wiper. Furthermore, one of ordinary skill in the art at the time of the invention would necessarily set the visual field of the lens such that said visual field coincides with the wiping range of the wiper. Otherwise, the sensor would be unable to properly function and record visual images.

However, even if arguendo it were not implicit in the disclosure of Zerbe that the visual field of the lens coincides with the wiping range of a wiper provided on the front surface of the car window, it would have been an obvious engineering design choice to set the visual field of the lens such that said visual field coincides with the wiping range of the wiper. The ability of the sensor to properly function and record visual images is clearly important. Thus, one of ordinary skill in the art at the time of the invention would be motivated to set the visual field of the lens such that said visual field coincides with the wiping range of the wiper since doing so would allow the sensor to function properly and accurately record visual images when rain occurs.

***Conclusion***

Any inquiry concerning this communication or earlier communications from the examiner should be directed to James A. Thompson whose telephone number is 571-272-7441. The examiner can normally be reached on 8:30AM-5:00PM.

If attempts to reach the examiner by telephone are unsuccessful, the examiner's supervisor, David K. Moore can be reached on 571-272-7437. The fax phone number for the organization where this application or proceeding is assigned is 571-273-8300.

Information regarding the status of an application may be obtained from the Patent Application Information Retrieval (PAIR) system. Status information for published applications may be obtained from either Private PAIR or Public PAIR. Status information for unpublished applications is available through Private PAIR only. For more information about the PAIR system, see <http://pair-direct.uspto.gov>. Should you have questions on access to the Private PAIR system, contact the Electronic Business Center (EBC) at 866-217-9197 (toll-free). If you would like assistance from a USPTO Customer Service Representative or access to the automated information system, call 800-786-9199 (IN USA OR CANADA) or 571-272-1000.

DOUGLAS Q. TRAN  
PRIMARY EXAMINER

James A. Thompson  
Examiner  
Technology Division 2625

JAT  
19 April 2007

